

The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

NEW SERIES No. 3065. 日四十月五年八十二緒光 THURSDAY, JUNE 19, 1902. 四拜禮 號九十月六年二與港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIEBANK, LIMITED.
ESTABLISHED 1858.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNPAID-UP " 6,000,000
RESERVE FUND " 8,710,000

Head Office—YOKOHAMA.
Branches and Agencies.
TOKYO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 27th March, 1902.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$4,250,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
Hon. R. SHAW, Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq., N. A. Slesby, Esq.,
G. H. GOSSETT, Esq., H. W. SLADE, Esq.,
D. M. MOSES, Esq., H. E. TOMKINS, Esq.,
A. J. RAYMOND, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
J. R. M. SMITH, Chief Manager.
Hongkong, 14th June, 1902.

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.
Hongkong, 1st May, 1902.

THE NATIONAL BANK OF CHINA, LIMITED.
Authorized Capital \$1,000,000
Paid up Capital \$324,374
HEAD OFFICE—HONGKONG.
Board of Directors—
Chan Kit Shan, Esq., C. Swens, Esq.,
Clow Tung Shang, Esq., Julius Focke, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR
Interest for 12 months Fixed 5%
Hongkong, 3rd May, 1902.

THE DEUTSCHE ASIATISCHE BANK.
PAID-UP CAPITAL \$5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES: Calcutta, Hankow, Tientsin, Tsingtau (Kiautschow).
LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS, UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. SCHOTTLAENDER, Manager.
Hongkong, 15th April, 1902.

HONGKONG HOTEL.

Military Band during dinner on Saturday Night.

GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK).
ESTABLISHED 1864.
PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$475,500
TOTAL \$6,758,500
Head Office: NEW YORK.

Directors:
Samuel D. Babcock, George F. Baker, August Belmont, George S. Bowdoin, Frederic Cromwell, Walter K. Gillette, E. H. Harriman, G. H. Haven, R. Somers Hayes, Charles R. Henderson, Harry Payne Whitney.
Adrian Iselin Jr., James N. Jarvie, Augustus D. Juilliard, Richard A. McCurdy, Levi P. Morton, Walter G. Oakman, Alexander E. Orr, Henry H. Rogers, H. McK. Twombly, F. W. Vanderbilt, Walter G. Oakman, President, Geo. R. Turnbull, Vice President, John Gault, Manager, Foreign Dept., E. C. Hubbard, Secretary, R. C. Newton, Trust Officer.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.
LONDON BANKERS:
PARRS' BANK, LIMITED.
HONGKONG OFFICE:
4, DES VŒUX ROAD.
General Banking and Exchange business transacted.
INTEREST ALLOWED.
On Current Accounts at 2 1/2 per annum.
On Fixed Deposits:
For 3 months 2 1/2 per annum.
For 6 months 3 1/2 per annum.
For 12 months 4 1/2 per annum.
N. G. EVANS, Acting Manager.
Hongkong, 10th April, 1902.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 11TH NOVEMBER, 1896.
Shanghai Taels
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000
Head Office:—SHANGHAI.
Branches and Agencies.
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKOW. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.
HONGKONG BRANCH.
Advances made on approved securities. Bills discounted.
INTEREST ALLOWED ON DEPOSITS.
1 1/2 per Annum Fixed Deposits for 3 months.
1 1/2 " " " 6 " " " 12 "
E. W. RUTTER, Manager.
Hongkong, 1st January, 1901.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP £300,000
RESERVE LIABILITY OF SHAREHOLDERS £300,000
RESERVE FUND £650,000
INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " " " 3 1/2 "
" " " 3 " " " 3 "
T. P. COCHRANE, Acting Manager.
Hongkong, 2nd June, 1902.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
SHANGHAI Bengal A. L. Valentini Noon, 20th June... Freight or Passage.
LONDON, &c. Chusan C. L. Daniel Noon, 21st June... Freight or Passage.
SINGAPORE Nankin C. J. Benton About 24th June... Freight only.
LONDON Formosa B. H. W. Snow Noon, 28th June... Freight or Passage.
YOKOHAMA Bombay H. S. Bradshaw About 28th June... Freight or Passage.
(See Special Advertisement).
† Via SHANGHAI, MOJI and KOFU. (Passing through the Inland Sea).
‡ PENANG, COLOMBO and BOMBAY.
For Further Particulars, apply to E. A. HEWITT, Superintendent.
Hongkong, 19th June, 1902.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
*HAMBURG THURSDAY, 26th June.
*PRINZ HEINRICH THURSDAY, 10th July.
*SACHSEN THURSDAY, 24th July.
*KLAUSCHOU THURSDAY, 7th August.
*BAYERN THURSDAY, 21st August.
*KONIG ALBERT THURSDAY, 4th September.
*PRINZESS IRENE THURSDAY, 18th September.
*DARMSTADT WEDNESDAY, 1st October.
*PREUSSEN WEDNESDAY, 15th October.
*HAMBURG WEDNESDAY, 29th October.
*KARLSRUHE WEDNESDAY, 12th November.
* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 26th day of June, 1902, at NOON, the Steamship "HAMBURG" of the HAMBURG-AMERIKA-LINIE, Captain E. Burmeister, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on TUESDAY, the 24th instant, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 25th instant, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 25th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to MELCHERS & CO., AGENTS.
Hongkong, 12th June, 1902.

Intimations.

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED A CONSIGNMENT OF American Refrigerators.
THE "NIAGARA," THE "ERIE."
DRY AIR REFRIGERATORS.
ICE CHESTS. ICE SHAVES. ICE PICKS.
THE CELEBRATED "GEM" ICE CREAM FREEZERS.
THIN TROPICAL BLANKETS.
AND OTHER SEASONABLE GOODS.

LANE, CRAWFORD & Co.
Hongkong, 16th June, 1902.

GOIR ROPES AND HAWSERS

of best quality, in all sizes, always in Stock at moderate prices.
Apply to DODWELL & Co., LIMITED.
Hongkong, 5th March, 1902.

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR Indigestion, Dyspepsia, Flatulency and Acidity of the Stomach.
VICTORIA DISPENSARY.
Late, Dakin, Ordish & Co., Ltd.

Intimations.

BOVRIL ISN'T DEAR.
In fact, value for value, it is one of the cheapest drinks and one of the most economical foods that can be obtained. A cup of hot Bovril costs less than a drink of whisky, and while giving a more genuine and lasting warmth than the latter, contains, in addition, the nutritive principles of beef worth many times its cost.
Old fashioned beef teas and meat extracts, whether known as such, or disguised under more pretentious modern names contain none of the NUTRITIVE properties of beef. Baron Liebig himself admitted this fact; there is not a doctor to-day disputes it. Used as a nourishment Meat Extract is probably the most expensive article one can buy. Bovril one of the cheapest.

BOVRIL AT THE FRONT.
Bovril has played such a conspicuous part in South Africa that it forms no inconsiderable feature of the story. The "Lancet" has had frequent references to Bovril in the reports of the officers of the Royal Army Medical Corps. Nearly every newspaper correspondent has had to refer to Bovril to make his story complete. Rudyard Kipling and Boden-Powell have written their Bovril stories. Over 500 British hospitals and similar public institutions use and prescribe Bovril, not beef tea, but Bovril.
The reason is not far to seek. Bovril is a nourisher as well as a stimulant. It contains the albumen and fibrine, the sustaining properties of the beef. It is this fact, together with its absolute purity, that commends Bovril to physicians and scientists, and proves in practice what it demonstrates in analysis.



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS CO., LD., LONDON.
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS, of all kinds. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT... THOMAS SKINNER.
SUPERINTENDENT... ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.

JAPAN COALS. THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.
OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimomatsuki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuohinotsu, Sasabe, Miike, Hakodate, Taipei, &c.
Telegraphic Address: "MITSUI" (A.B.C. and A. 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Maidzuru, Tsubakuro, Yoshinotani, Yoshio, Yuzokibara and other Coals.
N. INUZUKA, Manager, Hongkong.

Have you tried "Blatz," The Star Milwaukee Beer,
PER CASE OF 10 DOZEN PINTS \$27.
SOLE AGENTS: H. PRICE & CO., 12, Queen's Road.

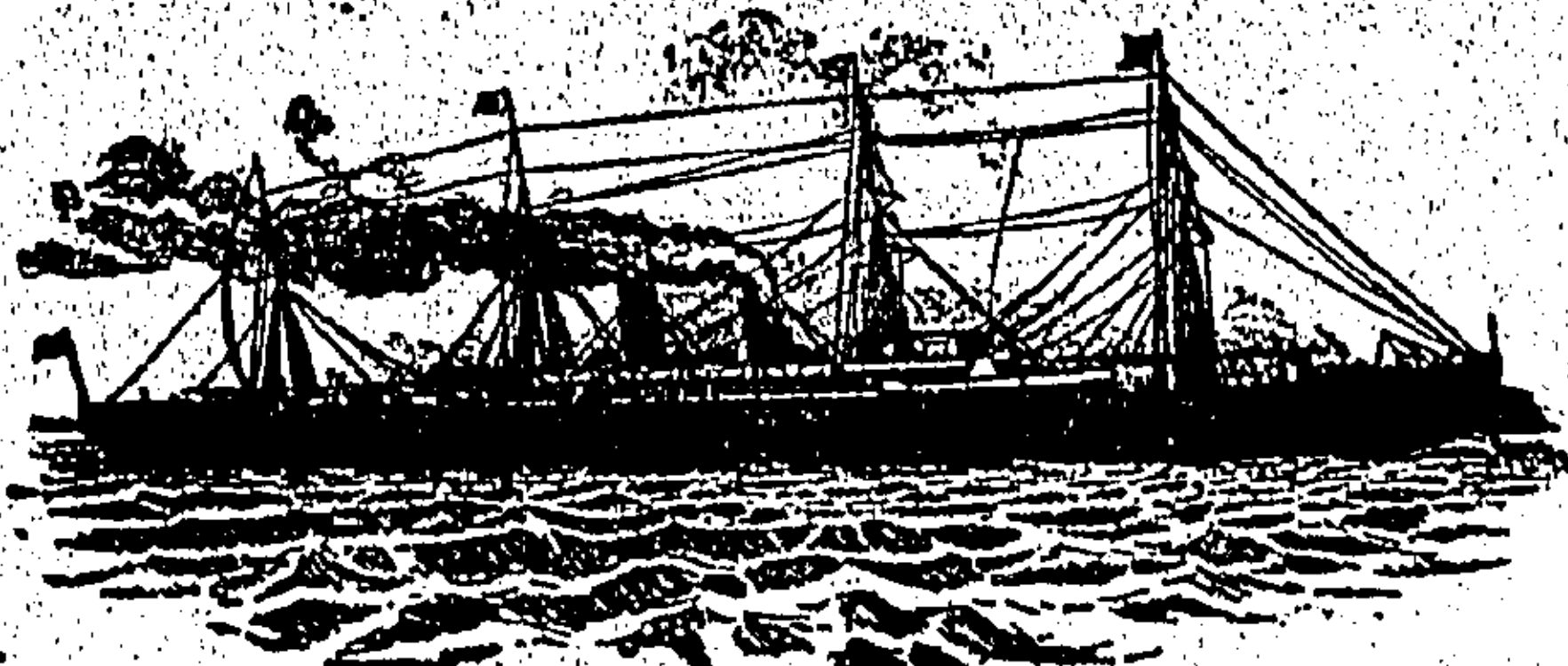
Hongkong, 4th June, 1902.

Aquarius.

SPARKLING MINERAL TABLE WATER. SILENT WATER. SODA WATER. BELFAST GINGER ALE. STONE GINGER BEER (Brewed).
Manufactured entirely from Pure Trouble Distilled Water by the Aquarius Co., Shanghai.
SOLE AGENTS: CALDBECK, MACGREGOR & Co., 15, Queen's Road.
Hongkong, 17th June, 1902.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 24th June, at Noon.
"COPTIC"	THURSDAY, 27th July, at Noon.
"AMERICA MABU"	SATURDAY, 12th July, at Noon.
"CITY OF PEKING"	SATURDAY, 19th July, at Noon.
"GAELIC"	TUESDAY, 29th July, at Noon.
"HONGKONG MARU"	TUESDAY, 5th August, at Noon.

THE P. M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 24th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

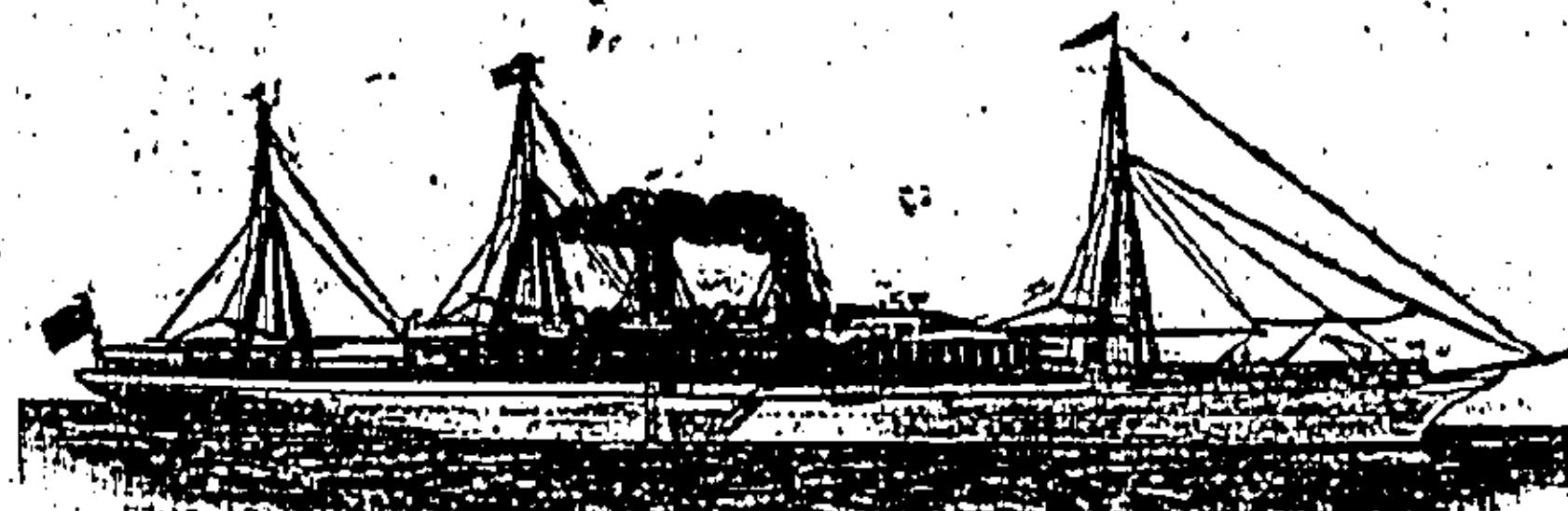
Merchant's Invoice will be sufficient for cargo or parcel (each shipment), when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 18th June, 1902.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. TARTAR	Comdr. E. Beetham, R.N.R.	SATURDAY, 21st June.
EMPRESS OF INDIA	Comdr. O.P. Marshall, R.N.R.	WEDNESDAY, 25th June.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 16th July.
ATHENIAN	Comdr. H. Mowatt	SATURDAY, 26th July.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 6th Aug.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 4th June, 1902.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRECHTAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight and Passengers
STRASSBURG	MA SEILLES, HAVRE & HAMBURG (Calling at SINGAPORE and COLOMBO)	1st July	Freight and Passengers
SAMBIA	HAVRE, and HAMBURG (Calling at SINGAPORE and PENANG)	15th July	Freight and Passengers
SILESIA	HAVRE, and HAMBURG (Calling at SINGAPORE and COLOMBO)	30th July	Freight and Passengers
C. FERD. LAEISZ	HAVRE, and HAMBURG (Calling at SINGAPORE and PENANG)	14th Aug.	Freight and Passengers
WURZBURG	HAVRE, and HAMBURG (Calling at SINGAPORE and COLOMBO)	28th Aug.	Freight and Passengers

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings. Hongkong, 13th June, 1902.

Notice of Firm.

NOTICE

DURING my ABSENCE from the Colony I have from this date appointed Mr. JOHN ALLAN PATTERSON to act as my ATTORNEY in the Management of my business and to sign the Name of my Firm of "E. C. WILKS & CO., p. pro. J. A. PATTERSON." Dated this 2nd day of June, 1902. E. C. WILKS.

Intimations.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF JOHN KENNEDY, LATE OF VICTORIA, IN THE COLONY OF HONGKONG, DAIRYMAN AND LIVELY STABLE KEEPER deceased.

NOTICE is hereby given that His Honour the Chief Justice has, in virtue of Section 58 of Ordinance No. 5 of 1897, made an Order limiting to the 12th day of August, 1902, as the time for Creditors to send in their Claims against the Estate of JOHN KENNEDY, late of Victoria, in the Colony of Hongkong, Dairyman and Lively Stable Keeper, who died on the 19th day of April, 1902, at Victoria aforesaid and Probate of whose Will was granted by the Supreme Court of Hongkong in its Probate Jurisdiction on the 25th day of April, 1902, to DAVID KENNEDY of Victoria aforesaid, Assistant to the late JOHN KENNEDY, and GODFREY CORNWALL CHESTER MASTER of Victoria aforesaid, Solicitor, two of the Executors named in the Will of the said JOHN KENNEDY.

NOTICE is also given that all such Claims are to be sent in in writing to the Undersigned prior to the said 12th day of August, 1902, or no notice will be taken of them.

All persons indebted to the above Estate are requested to make immediate payment to the Undersigned.

Dated the 15th day of May, 1902. JOHNSON, STOKES & MASTER, 12, Queen's Road Central, Hongkong, Solicitors for the said Executors.

FOOK WO COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the COMPANY'S OFFICE, No. 43, Bonham Strand, Victoria, in the Colony of Hongkong, on SATURDAY, the 28th day of June, at 12 o'clock, NOON, when the SUBJOINED RESOLUTIONS which were passed at the Extraordinary General Meeting of the Company held on the 10th day of June, 1902, will be submitted for confirmation as SPECIAL RESOLUTIONS.

1ST RESOLUTION. That Article 71 shall be cancelled and that the following Article shall be substituted therefor:—

71. The First Directors and the Secretaries named in these Articles shall be paid for founders remuneration in each year 13 1/2% of the net profits of the Company to be divided into 20 shares, of which shares shall be given to each of the Managing Directors, 2 shares to each of the other First Directors, 3 shares to the Chief Secretary, and 2 shares to each of the Assistant Secretaries, and the first Directors and the Secretaries named in these Articles shall also be paid 5% for founders remuneration of the net profit of the Company in each year to be divided among them in proportion to the number of shares taken up by them and by such Shareholders as they introduced on the formation of the Company. The Managing Directors shall also divide 14% of the net profits of the Company among the Officers of the Company other than those before mentioned in these Articles for good service in such manner as the Managing Directors shall determine.

2ND RESOLUTION. That Article 72 shall be cancelled and that the following Article shall be substituted therefor:—

72. If the First Directors and the Secretaries named in these Articles or any of them shall vacate their office either by resignation or death or by any other cause, their successors shall only be entitled to one half of such Founders remuneration (as provided in the preceding clause) and the other half share be paid to the Director or Secretary so retiring or to the legal personal representative of such Director or Secretary so dying as aforesaid.

By Order of the Board of Directors, WONG YU TUNG, Chief Secretary. Hongkong, 13th June, 1902.

CELEBRATION OF THE CORONATION OF THEIR MAJESTIES THE KING AND QUEEN.

THE ADDRESS from the COMMUNITY to H.M. THE KING is now ready for Signature. Copies will be found at the following Places:—

The Hongkong Club. The German Club. The Portuguese Club. The Chartered Bank of India, Australia and China. The Hongkong and Shanghai Banking Corporation. Messrs. Kelly & Walsh. Messrs. Lane, Crawford & Co. The Hongkong Dispensary. Those desirous of signing the Address are requested to do so as promptly as possible. EDBERT A. HEWETT, Hon. Secretary. Hongkong, 17th June, 1902.

CORONATION CELEBRATION FUND.

THE Undersigned will be glad to receive Subscriptions towards the above Fund. Lists may be found at the HONGKONG HOTEL, HONGKONG CLUB, HONGKONG DISPENSARY, Messrs. LANE, CRAWFORD & CO., KELLY & WALSH, L.D., W. BREWER & CO., and at the various Banks.

J. R. M. SMITH, Hon. Treasurer. Hongkong, 7th May, 1902.

PUPILS WANTED.

FOR PIANOFORTE or SINGING by a Lady possessing the Diplomas of the Guildhall School of Music and Trinity College, London, (Honours). Apply to "MUSIC," C/o This Office. Hongkong, 24th May, 1902.

G. GIRAULT, for Best FRENCH BREAD, 4 and 10 Loaf. Hongkong, 16th June, 1902.

G. GIRAULT, for TABLE DELICACIES, by every Mail.

Consignees.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE. THE Steamship

"GISELA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 18th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns, after the 18th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents. Hongkong, 13th June, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE. THE Steamship

"MARIA VALERIE," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:— From Venice, ex S.S. "Thetis" transhipped at Trieste.

From Trieste, ex S.S. "Imperator" transhipped at Bombay.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 20th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents. Princess Buildings. Hongkong, 13th June, 1902.

STEAMSHIP "SYDNEY."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, Antwerp and Havre, ex S.S. "Memphis," and from Bordeaux, ex S.S. "Ville de Constantin," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 14th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATURDAY, the 21st instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st instant, or they will not be recognized. All damaged packages will be examined on SATURDAY, the 21st instant, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent. Hongkong, 14th June, 1902.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"NIPPON MARU," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 22nd instant, will be subject to rent. No Fire Insurance has been effected.

J. S. VAN BUREN, Agent. Hongkong, 16th June, 1902.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"PERU," The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever. J. S. VAN BUREN, Agent. Hongkong, 16th June, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever. DODWELL & Co., LIMITED, Agents. Hongkong, 16th June, 1902.

G. GIRAULT, for TABLE DELICACIES, by every Mail.

LI HUNG-CHANG'S OBSEQUIES.

PEKING, June 2nd. The remains of Li Hung-chang left Peking at an early hour yesterday morning for Tungchow. Although the immediate charge and responsibility of sixty-four able-bodied bearers, smirking, sweating and swaggering under their load, this mortuary relic may well be said to be the burden of both a familiar and servile dependency as interminable and varied in blood and political ramifications as the procession that symbolizes it. There were few of them here for a direct connection so vast perhaps never before attached to any satrap as that which hung upon the immediate favour of this man. But wherever they are in this or other provinces or states, bereft of position or pittance, perquisite or power, still clinging to privilege and office through a little alien influence, partisan pity, or imperial indulgence, these dimly remembered fragments of a heterogeneous family wear the cross which those wear who are the creatures and partisans of a PARENT AND POLITICIAN DEAD.

Especially in a country like China where power by immemorial and therefore, in China, irrevocable consent is fundamentally absolute, the collapse of a satrapal hierarchy carries disaster not to families alone but to counties. Hundreds to whom the scars of disaster are an only inheritance are brought to precipitate ruin. It is these that sincerely mourn but they do not flaunt their sorrows on a gala day like this and they have no place in any Chinese funeral procession. Their grief can never be gauged by the antics of hired mourners nor by the mechanical spasms of him who losing an aged member becomes his proud beneficiary, his independent heir. The procession got under way a little before sunrise and passed out of the Chi-lua-men about seven o'clock.

THE BEAUTIFUL SILK PAGODA that stood at the door of the family dwelling while the great, the little and the unclassified paid their last respects to the family on Saturday, following a battered company of infantry heading the procession carried on the shoulders of sixteen bearers moved slowly up the Hatan street resting at intervals at the booths erected en route for the gratification of favourable influences and to permit the drinking of a lot of tea. It turned east at the Chi-lua-men street and from the Chi-gate in the east wall was seen approaching through a mystical distance such as one sees in the old engravings, swaying a little and tossing its pendant trimmings. At the gate itself the pagoda had to be taken down and carried through horizontally. It was restored to its carriage on the old stone road outside and as it moved on around the semilune two scruffy rascals in green overgarments and little flat dirty coarse felt hats loafed along with

A WHITE COCK IN A COOP

suspended between them from a pole—this cock being for the occasion the repository of the soul of the dead. Then as time grudgingly permitted there came a group of living creatures, the beasts of the hunt, four led camels—two caparisoned—then four led white horses, four men in buff and black uniforms leading one black and one white hound, and two men each with an immense falcon on his arm. Now followed those frowsy flea-warren denizens of dirt peopling this as every other Chinese procession and public ceremony, with the gilt symbols of citizenship, office, religion or what not propped against their manly bosoms visiting each other with gratuitous orders and expecting silence or guffah from the crowds along the way. Now a brigade of standard bearers, fifty silk umbrellas flaunting along, an empty official cart with two saddled and led foreign horses, an empty chair such as the old man used in life; all this lugged, pulled or pushed along with due ceremony and a proper amount of appreciation from the numerous respectable onlookers, then the white-gowned gift-bearers, the drooping white-gowned mourners and at last the dead.

IN ITS PAINTED COFFIN.

Due care had been given to this repository. Six men had lately laboured a week on its mysterious ornamentation which by ceremonious evolution had got to be a golden intricacy of bats and longevity and happiness emblems, now however completely hidden with the embroidered hangings of a gorgeous catafalco. A drum and bugle corps leading two companies of soldiers, one from the Viceroy Yuan Shih-kai's camp and one sent by General Chiang Kuei-tai, commander of Peking, ushered along the chief mourners, the men of the family, who walked in white robes and summer hats about a table borne by a priest under a sunshade just in front of the remains. In the presence of foreigners at least they did not whine in the immemorial fashion of Chinese mourners nor did they themselves attempt to appear grieved, on the contrary there was

SOME MIRTH AND LAUGHTER.

together with an apparent concern as to the opinions of the crowd which they watched curiously to observe the effect of their behavior. The sane and intelligent group was both preceded and followed by the elements of

FUNERAL HYSTERIA.

and made way for the women in their white chairs and carts at the end of the procession and moved on past the booth at the semilune to the suburban temples and into the old stone road through the country to Tungchow, twelve miles away. The people within and without the city who had done their duty for the occasion now determined the merits of the show. It was a gala day to them. Many who possessed carts set out early for some advantageous spot along the route where they might see everything. Inside the empty semilune a dozen scabbed carts had lined up beside the stone pavement, their backs turned to the early morning sun and their occupants reclining in their comfortable shadows. A few hours after these people had left for their homes friends

G. GIRAULT, WINES, SPIRITS, BEER and SPIRITS.

attendants and assistants who had accompanied the procession through the suburbs were still returning and the street had not yet recovered its normal importance and quiet.

PLAQUE AND THE SANITARY CONDITION OF VESSELS.

The following article from the Kobe Chronicle should be of interest.

Just now, when attention is being directed to the subject of precautions against plague, it may be well to draw attention to a matter which we think has not hitherto received the notice it deserves. We refer to the sanitary condition of vessels, more especially vessels which ply between ports in the Far East. With regard to the case of plague which occurred at Kobe recently, it is supposed that the disease was contracted on board a ship in the harbour, it being the business of the man to visit ships regularly in the course of his vocation. Whether the surmise is correct or not, the incident would seem to justify an addition to the powers of the proper authorities by extending the sanitary regulations so as to include vessels. There can be no doubt that contagious diseases are often contracted on board vessels owing to the

FILTHY CONDITION

of their holds and bilges and other unexposed places. Anyone whose business it is to make an examination of ships' knows that, although kept scrupulously clean on the upper and probably on the second deck, they are frequently in such a condition below as to be nothing but a hotbed of disease. No doubt bilges are cleaned of filth before each annual survey, but such periodical cleanings are clearly inadequate, as some vessels become very dirty in a short time owing to the nature of the cargoes carried by them. It seems necessary that vessels should be kept thoroughly clean inside and out at all times, and this is only likely to be done by means of periodical inspection. The compulsory cleansing of houses or ships after any infectious disease has been imported, or has appeared, although a very commendable operation, appears after all to be beginning a good thing at the wrong end. In Kobe at the present time there is a

PERIODICAL POLICE INSPECTION

of houses in order to make sure that they are kept clean, and the police insist upon everything being taken out of each house and all the rubbish thrown away so that there shall, as far as possible, be no breeding-places of disease. Some sort of inspection on the same lines might be extended to vessels. It would clearly be much better to commence the cleansing of vessels before disease had declared itself, than to take measures for disinfecting and cleansing them after the appearance of the disease. Indeed, the benefit derived from disinfection of vessels after disease has declared itself is often very small, especially if the source of such disease, as is not improbable, lies below a hold full of cargo.

Another matter to which attention should be directed, in view of the prevalence of disease at the present time in the Far East, is the

WATER SUPPLY TO VESSELS

for drinking purposes. In Kobe, with its excellent system of waterworks, there is not much danger on this head, but there can be little doubt that in some ports the water is often obtained from polluted rivers and wells, and is therefore unfit for drinking and is likely to produce disease. We have heard of a case at a port not far from Kobe, where the inmates of the water-boats supplying the vessels with fresh water were in a very filthy condition, and the pipes by which the water was conveyed from some small spring to the boats were so filthy as to be barely fit to keep the water of the neighbouring drains from mixing with the drinking water intended for the ships' use. Here is a clear case in which proper supervision by the sanitary authorities is of the utmost necessity. An expert informs us that the water-boats should be of iron, kept thoroughly clean, and be so perfectly tight that at no time the salt water could find its way into the fresh water, either through deck or sides, as is sometimes the case at present.

THE VENTILATION OF THE CREW

and passenger quarters is another matter for strict supervision. The Inspection Law provides for this to some extent, but it would seem to be scarcely adequate. The stench on some vessels during bad weather, when port holes and scuttles have to be closed, is appalling, and it is at such times that the poisonous gases emitted from the filth within the vessel do their baneful work.

Another matter which requires attention is the destruction of rats on board vessels infested with them. The rats should be taken alive, if killed by fumigation the vermin often die in inaccessible places and the resulting effluvia does more harm than the rats did when they were alive. This is a matter that might be commended also to the local authorities on land, who, we understand, are

DISTRIBUTING ARSENIC

to the people with a view to destroying rats but as these rats are likely to die in inaccessible places, the measures actually taken for the interest of health are thus defeated. The practice appears of doubtful utility. But to come back to the main question, we hope that the proper authorities will see their way to taking some steps with regard to the sanitation of the vessels coming within their jurisdiction in order to minimize the risks of infection being conveyed ashore. The Japanese authorities have hitherto been far too casual in the measures they have taken to prevent plague, and it is to be hoped that in this country, where they could be fully justified in extending the basis of their precautions.

G. GIRAULT, WINES, SPIRITS, BEER and SPIRITS.

STRANGE TALES FROM HANGCHOW.

BAD JOSS.

Writing to a Shanghai paper from Hangchow, a correspondent calls attention to the disquieting fact that numerous wild rumours and magical stories are once more in circulation there, as they were this time two years ago and indeed just before every outbreak of trouble in China. Old residents need not be told that the circulation of these *yo yins* is invariably one of the preliminary symptoms of trouble in China, where the minds of the people are generally prepared for mischief by the propagation of the most absurd stories, about animals, now born children and inanimate objects, generally some "joss" uttering strange oracular utterance. The ignorant people are invariably ready to swallow these stories with avidity and to prepare their minds by the repetition of wild stories, absurd prophecies and superstitions, for any mischief that may come along. Needless to say fomenters of trouble are always ready to take advantage of this mental attitude to work out their

UNHOLY SCHEMES.

and for this reason, what western people would otherwise merely smile at as absurdities of eastern credulity, often become invested with a sinister importance to those whose experience proves that such apparent trivialities cannot be ignored amongst such unreasoning and silly people as the Chinese are in these matters. One of the tales now in circulation in Hangchow is of this character and is being passed along from mouth to mouth with countless variations. It runs that to a certain large bridge, near which there are shops for the sale of foreign goods, came a man, recently with a peep show, and putting his stall near a tree, hung out a large placard on which was written that the charge to look into this peep show was \$30, the usual price being 6 cash. The Chinese yokels smiled and passed along, many making game of the man, who

STUCK TO HIS STALL.

till one day a rich man passed and thought he would like to have a look and felt in his pockets. But he had only \$28 with him which he offered to the showman but no, nothing would satisfy the man less than \$30 down, so that his curious patron sent his servant to borrow \$2 and on receiving it and making payment to the showman he was allowed to look at last. The first things he saw were rows of Chinese houses, all the people looking prosperous and happy. On looking again a lovely country with abundant crops growing on all sides, but the third time he looked he saw all the country covered with dead bodies not only of Chinese but foreigners, English, Japanese, German and French, lying on each other on the ground.

IN HIDEOUS PILES.

This was all he saw. The man returned to his home dissatisfied at the poor return for his \$30, and on reaching his house he took two dollars to send back to his friend to repay the loan. His servant came back and said that he had sent back the \$3 before, and the man said "No" but the friend said he had. Then he felt in his coat pocket and drew out the whole \$28. The people say the showman was a "joss" or wizard who came to warn people of what is coming, after a good harvest. They are thus warned to look for trouble and fighting and the rich man was allowed to see it to warn them all. Ridiculous, of course, as the story is it is greatly disturbing the good citizens of Hangchow.

THE EMPEROR TAKES AN INTEREST IN SHANGHAI.

It cannot fail to be gratifying to the residents of Shanghai, says a local paper, to learn that his Majesty the Emperor Kwangshu is deeply interested in everything that pertains to the progress and prosperity of these Settlements. He gave unmistakable evidence of this solicitude a few days ago when Huang Chien-yuan, Judge designate of Hunan, was received by him in audience. Huang, it will be remembered, is one of the Chinese Commercial Commissioners, and has been associated with Sheng Hsuanhui in the negotiations connected with the projected revision of the Tariff, ever since the commencement. In the course of the audience alluded to, his Majesty put a number of intelligent questions to the Commissioner relative to

SHANGHAI'S COMMERCIAL STATUS, and the conditions of life here, native and foreign; and having had his curiosity settled upon these points, he proceeded to tell Huang how much he was interested in everything that concerned these Settlements. Shanghai was the place, he said, to which he looked as the real fountain wheel of reform and progress, as to issue for the regeneration of the entire empire. He then proceeded to enquire into the financial and commercial status of the Empire at large and asked if Huang could suggest any means by which native commerce could be fostered. In the course of his reply Huang described the negotiations which are now in progress for the revision of the tariff, and his Majesty was gracious enough to express his entire approval of everything that his Commissioners had done in this connection.

A NARROW ESCAPE.

Count D'Abbas, the French Consul at Singapore, had a narrow escape from a watery grave on the 10th inst., says the *Straits Times*. The Count has a small launch which he had arranged to meet at Johnston's Pier in the morning about 11 o'clock. As, however, the little vessel did not put in an appearance, the Count decided to go in his sampan to Pulau Brani where he expected to find the launch. He embarked in a sampan, and everything

went well till the boat neared Tanjong Pagar, when a squall sprang up and the sampan was swamped. The representative of France went plumb down beneath the waves, but he came up again, and, after lightening himself by casting out of his pockets sundry dollars, he made for the shore and after a considerable buffeting and much bobbing up and down for some three or four hundred yards, reached the shore in safety but exhausted. The sight of a

EUROPEAN HALF FULL OF SALT WATER, sitting on the shore, was quite enough to excite the curiosity of a number of natives, among whom was a policeman. The representative of the law wanted to arrest the Count because he thought he might be an escaped person of some sort from one of the ships in harbour. While the argument went on, however, the Count managed to clear his throat of the salt water, and with the aid of some Malay and a little *backstroke* succeeded in convincing the onlookers that he really was the Consul for France, whereupon he was allowed to go. We are glad to hear that Count D'Abbas suffered no harm from the immersion, though had he not been a strong swimmer the episode might have had a different termination.

SIAMESE FISHING-BOAT FIRED AT BY MALAYS IN THE PENINSULA.

A Siamese Government employee, says the *Siam Free Press*, who has just returned from the coast on his way from Singora, brought the startling tale that a number of armed Malays fired on a Siamese fishing-boat which called at Patani. The account says that the Siamese owners of the boat were in the habit of trading with the natives of that place, and used to barter and sell their goods there. And on this occasion, when they arrived, they were altogether taken aback by the hostile attitude of the natives. When their presence became known, many Malays assembled and ordered them to clear off as soon as possible, or they would kill them. On inquiring what was the reason, the Malays answered that they would destroy everything coming from Siam because the King had taken their Rajah a prisoner and kept him in chains in some dark dungeon in a jungle, and they would

KILL ALL THE SIAMESE they could catch in return. Upon hearing this the party put out to sea under a volley of lead from the Malay rifles, many of the bullets hitting the craft, so that those on board had to lay flat within the boat.

Afterwards they called at Singora and related their story there, but the people of that state proved no less hostile, but did not threaten their lives. However, they said that they would do everything possible to be avenged on the Bangkok Government to which they would never submit. When the Siamese party returned to their boat they found that all their goods had disappeared! This is the story of the Siamese official, and we do not for a moment doubt the veracity of his statement, as he is well-known to us.

After this no one will doubt the story of the foul-play practiced on the transport *Chauvren* by the revengeful Malays.

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Australien*, from Marseilles, May 18.—To Shanghai: Mr. Dejean, Mr. Hongkong: Mr. J. Romney. To Hongkong: Mr. and Mrs. Spas and children, Mr. Fige, Mr. Bailey and family, Mr. and Mrs. Kouver and child, Mr. and Mrs. Nicole and child. To Saigon: Mr. and Mrs. Mayer. To Batavia: Mr. Antony, Mr. Garreau. To Singapore: Mr. and Mrs. Warlombert, Mr. Van Elmet, Capt. F. B. Lawson.

Per Messageries Maritimes steamer *Ernest Simon*, from Marseilles, June 1.—To Saigon: Mr. de Lamotte, Mr. Eberhard, Mrs. Veret and children. To Batavia: Mr. F. Lucardie.

Per P. and O. steamer *Victoria*, connecting with the steamer *Valencia* at Colombo, from London, May 29.—To Hongkong: Mr. A. Warner, Commander R. Nugent, Mr. F. Harris, Mr. Ling, Mr. C. H. Parker, Mrs. Day and 3 children, Mrs. Hutchison and children, from Marseilles.—To Penang: Mr. T. C. Huckle, Miss Hinkle. From Penang: Mr. and Mrs. Rev. C. H. Brent. From Port Said.—To Hongkong: Mr. R. M. Blair.

Per Norddeutscher Lloyd steamer *Sachsen*, from Bremen, May 15, and Southampton, May 20.—To Shanghai: Mrs. Hardy and children, Miss Cennell, Mrs. Richards, Mrs. Niven and infant. To Singapore: Mr. John Calder, To Penang: Mr. and Mrs. D. W. Cooper and children.

Per Imperial German mail steamer *Kleist*, from Hamburg, May 19, and Southampton, June 3.—To Shanghai: H. E. Sir Ch. Chen, Mr. and Mrs. Wang, Mr. and Mrs. Messrs. Yu, Lu, Ling, Mr. T. C. Lowe, Mrs. Lo and 3 children, Messrs. Lo-Tsang, Toon, Lo-Tse-Vian, P. R. Lo, Yude Djen Lo, Mrs. Bally, Mr. Liu, Mr. Lu, Mr. Wei, Mr. Kuoh, Mr. E. Libonson. To Singapore: Mrs. Danne and child, Mr. and Mrs. Ewin Griffiths, Mr. J. S. Mitchell.

THE WORD OF HONOUR.

The men who do as they say; the things that prove to be what they were said to be,—how cheering it is to come upon them. We all hate to be deceived; especially when the deception is intentional. But all men are not alike, even if David did say so in his haste. If they were society would be impossible. Everybody knows that business is based on credit, on faith. Millions are bought daily on nothing more solid than the pledged promises of men,—not written, merely verbal. The Stock Exchanges are often called nests of gamblers, yet nowhere is a promise held in greater honour. Therefore when we say that the tried and effective modern remedy called "Wampole's Preparation" never deceives any who resort to it, we are not exaggerating. For this assurance is given on what it has done in the past in countless cases, on its record. It is only recommended to accomplish what it was made to accomplish. Its action in Chlorosis, Anemia, La Grippe, General Debility, Throat and Lung Troubles, Blood Impurities, etc. is convincing. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective, from sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medical triumph of the age. Sold by all chemists here.

GIRARDT, GENERAL GROCERIES, PROVISIONS AND BAKERY.

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for
DR. AUER VON WELSBACH Co., VIENNA,
THE INVENTORS OF INCANDESCENT GAS LIGHT.
ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.
BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

W. BREWER & Co.

JUST LANDED. NEW STOCK.

MENU CARDS. GUEST CARDS. MAY BLOSSOM
WEDDING CARDS. TOBACCO
GILT BEVELLED EDGE CARDS. and
EXPRESS STYLOGRAPHIC PENS. CIGARETTES.
SWIFT FOUNTAIN PEN. ENGELHARDT'S
THE FAMOUS PELICAN EGYPTIAN CIGARETTES.
FOUNTAIN PEN. (BEST QUALITY IN THE MARKET).
Hongkong, 12th June, 1902. [31d]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

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The Oldest and Largest International Life Insurance Company in the World.

SUPERVISED BY 32 GOVERNMENTS.

Written Business 1901 exceeds \$380,000,000 Gold. Actual Paid for Business 1901 exceeds \$250,000,000 Gold. A note or a Telephone Message from those wishing an "up-to-date" policy will receive immediate attention.

HECTOR W. SAMPSON,

Special Representative, Hongkong Hotel.

Hongkong, 11th February, 1902.

HIRANO WATER.

A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS of the Hirano Spring of Hiogo Ken, Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN QUALITY.

ANALYSIS PROVES ITS PURITY.
PATENT CORKING.

SIEMSEN & CO.,

Sole Agents, Hongkong and South China.

E. C. WILKS & Co.,

MARINE ENGINEERS, SHIP CONTRACTORS AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' Claims and Specifications Prepared.
Office: 9, Queen's Road Central.

Hongkong, 8th November, 1901. [1214c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION OF THE BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession, Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND GENERAL EXPORTERS.

No. 35, Queen's Road Central, Next Door Messrs. LIANE, CRAWFORD & Co.

Hongkong, 20th November, 1901. [1236c]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, READING, ENGLAND.

Mails.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKO- HAMA	FRIDAY, 27th June, at Noon.
KANAGAWA MARU J. Mackenzie	MARSEILLES, LONDON and ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 28th June, at Daylight.
KINSHU MARU F. L. Pyne	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 30th June, at 4 P.M.
KAGOSHIMA MARU K. Kori	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 1st July, at 4 P.M.
KUMANO MARU E. W. Haswell	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SATURDAY, 5th July, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 17th June, 1902.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE "CHUSAN."

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this to BOMBAY on SATURDAY, the 21st instant at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 7th June, 1902. [14]

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Olympia	2,837	J. Truebridge	July 2
Glenogle	3,750	G. E. Warner	July 12
Duke of Edinburgh	3,821	J. S. Cox	Aug. 2
Victoria	3,502	J. Pantou	Aug. 9

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. Doctors and Stewards carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains, day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DREA and ST. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 18th June, 1902. [13]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

via PORTS and SUEZ CANAL. (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SATSUMA	About 19th June
SHIMOSA	2nd July
BRAEMAR	16th July
ATHOLL	29th July
HEATHBURN	31st July
RICHMOND CASTLE	
LENNOX	
AFRIDI	

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 18th June, 1902. [13]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLAISE SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 30th June, 1902, at 1 P.M., the Company's Steamship "SYDNEY," Captain Blanc, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 29th instant. (Parcels are not to be sent on board, they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 17th June, 1902. [1004c]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Agents.

Hongkong, 28th May, 1902. [25]

To be Let.

TO LET.

FLOOR above Premises.

Apply to RITCHIE & CO., 39, Des Voeux Road Central.

Hongkong, 17th June, 1902. [650d]

TO LET.

HOUSES IN CLIFTON GARDENS, CONDUIT ROAD.

GODOWNS at BLUE BUILDINGS.

HOUSES at CAUSEWAY BAY, facing the Polo Ground.

A HOUSE in RYTON TERRACE, No. 11, MACDONNELL ROAD.

"FAIRVIEW," KOWLOON.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 18th June, 1902. [209c]

TO LET.

OFFICES in Ground Floor of DES VOEUX ROAD and ICE HOUSE STREET.

For Particulars, apply to THE MEDICAL HALL, 70, Queen's Road Central.

Hongkong, 4th June, 1902. [297d]

TO LET.

GODOWNS at WANCHAI suitable for Storage of Yarn.

Apply to EDWARD OSBORNE, Secretary, The Hongkong and Kowloon Wharf and Godown Co., Limited.

Hongkong, 12th May, 1902. [542d]

TO LET.

THIRTEEN EUROPEAN HOUSES, Nos. 20, 24, 26, 28, 30, 32, 34, 40, 44, 46, 48, 50 and 56, LEBERTON HILL ROAD.

Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD.

No. 1, Queen's Road West, Hongkong, 29th April, 1902. [224d]

MEE CHEUNG

PHOTOGRAPHER.

TOP FLOOR of ICE HOUSE, IN CAUSEWAY BAY.

Is now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS.

Intimations.



DON'T BE BLIND

TO YOUR
OWN INTERESTS
BUT FREELY USE**CARBOLACENE,**A PERFECT DISINFECTING FLUID
(NON-POISONOUS).More powerful than pure
carbolic acid.A sure preventive of all kinds of
contagious diseases.Is a most powerful insecticide,
germicide and disinfectant.

SOLE AGENTS:

**WATKINS,
LIMITED.**

Hongkong, 18th June, 1902.

GREEN ISLAND CEMENT COMPANY,
LIMITED.**PORTLAND CEMENT.**

\$5.50 per Cask of 375 lbs. Net ex Factory.

\$3.50 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th March, 1902.

**ST. JOSEPH'S COLLEGE,
HONGKONG.**

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS.
Hongkong, 22nd November, 1901.

Intimations.

**A. S. WATSON
AND CO., LTD.**

ESTABLISHED A.D. 1841

**AERATED - -
- - WATERS.**

THE WATER used is **THE PUREST** that can be obtained, and is skillfully *Filtered on the most scientific principles.*

THE MACHINERY employed is of the latest design and most approved type.

THE BEST AND MOST EXPENSIVE INGREDIENTS only are used.

**GUARANTEEING
ABSOLUTE
PURITY.****ENGLISH EXPERTS**

Manage our Factories and their practical knowledge and constant supervision enables us to produce waters of unrivalled excellence and purity.

**A. S. WATSON & Co.,
LIMITED,***The Hongkong Dispensary.*

DEATHS.

On the 8th inst., at The Homestead, Penang, **GERALD THOMAS BARTLETT**, the infant son of Thomas and Helen Hawthorne. Aged 9 months 23 days.

On the 9th inst., at Berlin, **MARGARET ESCHKE**, youngest daughter of Mr. H. Eschke, one year old.

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 19, 1902.

SIDE LIGHTS ON THE FINISHED CAMPAIGN.

Reuter's telegram from South Africa informing us that Lord Kitchener states that the surrenders in the Transvaal and Orange River Colonies are now complete and reach the large number of 16,520 men and 16,124 rifles, will come as a surprise to almost everyone conversant with the history of this long and disastrous war. To non-Britishers it will be even a greater surprise, for it has been the taunt of foreigners, and more especially of the yellow Continental Press, that a British Army of nearly a quarter of a million men was being baffled and outwitted by a mere handful of undisciplined and undisciplined Boer peasants. But when the history of the war is given out to the world, and the facts become known an entirely different light will be thrown on the scene, and it will be found that, instead of the British fighting a supposed mere handful of untrained and undisciplined Boer peasants, they have been opposed, from the very commencement of the war, by a large force, drawn from some of the very best talent of most of the European and American armies, many of whom have a thorough practical knowledge of the country in which they have been fighting. We should be the last to in any way depreciate the valour, skill and endurance of our late Boer foes, who throughout the long and tedious campaign have fought with a persistence and courage which has deserved and received the unstinted praise of every true born Briton, and who we hope soon to find among the staunchest of our colonists; but we have always felt convinced, as have most Britishers, that in the late war—now happily brought to an honorable termination—the British have not been contending only against the fighting element of two small, though brave and patriotic republics, but have been fighting against some of the best trained and most modern specialists in the art of war from almost every civilized country in the world, unfortunately, not excepting our own and supported by numbers of ordinary fighting men much larger than the two republics could produce from among their own subjects. Should it be possible at some future date to get approximately correct statistics of the full fighting strength of our late foes, their nationality, rank and station, together with the number of those who have died from wounds and disease, or who have deserted, returned to their own country or crossed the borders with the object of finding new homes or founding new colonies, it will be very interesting reading and will prove to the whole world that the British, from the very commencement of the war, have been opposed by a very much larger force and of far greater skill and training than any but the Boers themselves have had any idea of. It will also be interesting to know when the Boers first conceived the idea of preparing for war against the British, how they procured the foreign aid, both in men and money, and the number and amount they received and from what sources; also the total cost of the war since its inception until the liquidation of all its consequent expenses. It is probable that as the Boers begin to feel the advantages and blessings of British rule they will by degrees make known these secrets and should they do so they will assist in revealing to the world the power and strength of the British Empire both in peace and war, in the same way as the war has proved the unity which exists between all our colonies and the Mother Country.

LOCAL AND GENERAL.

THE FRENCH MAIL of the 19th May was delivered in London on the 18th inst.

THE PLAGUE RETURN for the twenty-four hours ended at noon to-day shows 6 cases, fatal.

THE CORONATION CELEBRATION FUND has now reached the substantial sum of \$23,156.49.

THE KING OF SIAM has bestowed the Order of the Maha Chakri on the Grand Duke Boris of Russia.

THE FRENCH COMIC OPERA COMPANY, from Saigon, will give a concert at the Peak Hotel to-morrow night.

ANOTHER MARINE COURT will assemble at the Harbour Office to-morrow, to enquire into the stranding of the British s.s. *Robert Dickinson*.

SEÑOR APARICIO, Consul for Spain, at Shanghai, has been attacked by cholera necessitating his removal to the General Hospital. According to latest news he was sinking on the 13th inst.

WEI-HAI-WEI.—The Hon. J. H. Stewart Lockhart, Commissioner at Wei-hai-wei, has appointed Messrs. L. F. Bridges (Chairman), D. Clark and G. L. Fergusson an Advisory Council to advise him regarding local affairs for the island of Liu Kung-tao.

A CORONATION PRESENT reached the Offices of the *Hongkong Telegraph* this afternoon, and Messrs. A. S. Watson & Co. have the thanks of the staff for the glasses, corks and trays with which the Seattle Brewing and Malting Company are advertising their celebrated Rainer Beer. Messrs. Watson & Co. are the sole agents in Hongkong.

COMPLAINT FROM CHINANFU.—The authorities of the Bureau of Foreign Affairs in Chinanfu recently complained to Governor Chang Jen-chun of Shantung that they found the local authorities, of several counties of the province, in the habit of entering into unsatisfactory contracts with the Germans in regard to railway matters, etc., without having first consulted the authorities of the Bureau and requested the Governor to notify all the district magistrates in the province that they were not permitted to make any more such contracts without the consent of the authorities of the Bureau.

GAMBLING LEGALISED IN KWANGSI.—Several influential members of the local gentry of Kwangsi, headed by Lung Hsin Tang, have sent in a petition to the Governor of the province, offering to pay the Provincial Government the sum of \$410,000 per annum, if they are permitted to establish the "Weishing Lottery" and the Fantan gambling throughout Kwangsi in imitation of the practice in Kwangtung. The Governor has issued a proclamation announcing that he has accepted the offer and authorised the forms of gambling described in the petition to be inaugurated in Kwangsi at once.

THE FASTEST YACHT IN THE WORLD.—Messrs. Yarrow and Company, of Poplar, will launch in a few weeks' time a wonderful steam yacht which they are building to the order of Colonel McCalmont, M.P. She will be fitted with turbine engines, and will have a speed of 24 knots, or half a knot more than that of the *Deutschland*, the fastest liner in the world. She will be the fifth turbine-propelled vessel to be built, the previous ones being the *Turbinia*, the *Viper*, the *Cobra*, and the *King Edward*. Two other turbine yachts are also building: one is for Sir Christopher Furness and another for Mr. A. L. Barbour, of New York. The former is being constructed at Glasgow, and the other at Leith.

FRENCH SCHEMES AT HANKOW.—M. H. de Marcilly, French Consul at Hankow, sought an interview recently with the Viceroy Chang Chih-tung and endeavoured to secure his approval of a scheme whereby it was contemplated to extend the French Settlement as far as the terminus of the Lu-han railway. Chang Chih-tung in turn consulted the British Consul on the subject and from him received every encouragement to resist the demand. The French Consul, upon being apprised of the Viceroy's hostility to the scheme, referred the matter to the Chinese Foreign office through the medium of the French Minister at Peking, but on learning of this step the Viceroy immediately telegraphed to the capital representing that if the demand of the French Consul were complied with it would be tantamount to surrendering the entire control of the line to the French, who already had too much influence over the work. What the upshot of the matter will be remains to be seen.

THE HON. TREASURER of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following annual donations to the funds of the Hospitals for 1901, per Mr. Ho Fook:—

Pork Guild	\$300
Pawn Broker's Guild	200
Opium Guild	125
Fresh Fish Guild	100
Roast Meat Guild	100
Sandal Wood Dealer's Guild	75
Mat Bag's Guild	75
Gold Smith Guild	75
Oil Guild	50
Foreign Goods Dealer's Guild	50
Tea Shop Guild	50
Kwok Shun Lai Tong	50
Dried Fruit Dealer's Guild	50
Tobacco Dealer's Guild	50
Paper Ware Dealer's Guild	30
Old Clothes Dealer's Guild	30
Fong Sien Tong	25
Tea Dealer's Guild	24
Tin Smelter's Guild	20
Yan Wo	10
Tai Hing	10
Wing Kat	10

THE "BEN HUR" CHARIOT RACE.—Considerable curiosity has been expressed as to how the illusion of the chariot race in "Ben Hur" at Drury Lane is carried out. As is pretty well known, four chariots are employed in this wonderful scene, each with four horses, and these sixteen animals gallop on separate treadmills of hickory wood covered with rubber, 24 ft. wide and 10 ft. long, constructed on four platforms which are movable across the stage on rails, these appliances being made so that their surfaces are about two inches below the stage level and revolve on several hundred wheels made of gun metal, all of which have to be carefully attended to daily by special workmen. The horses, while attached to the chariots by harness as they would be were they drawing an ordinary carriage, are held in their places on the revolving platforms by steel traces; and as they run the contact of their hoofs with the rollers causes the latter to revolve. To give the chariots the realism of bumping along at the heels of the running horses, they are provided with wheels flattened at intervals. Under these wheels a set of rubber-covered rollers, operated by electric motors, will cause the chariots to bump and jolt as they would in an actual race, the rollers working in an opposite direction to the wheels. To make the illusion more complete, dust and steam are blown through holes in the stage; and electric fans blow the garments, the hair of the drivers, and the manes of the horses fluttering in the air. Also, although the horses actually run with all their power, illusion of still greater speed is created by a panoramic effect at the back of the stage, representing the arena crowded by thousands of people, whirling with great rapidity in the opposite direction.

RUMOUR SAYS that some wreckage of the Siamese navy vessel *Chamroen* has been found. It is said that a boat and some dead bodies and some things belonging to the unfortunate vessel have been thrown up by the waves on the beach of an island in the Gulf of Siam.

NEW BANGKOK CHANNEL.—On May 23rd, the steamer *Kong Beng* went out from Bangkok through the new channel, drawing 13 feet, and steered one course from the inner black buoy right out. The new channel seems to offer many advantages, and would enable ships to load 3 or 4 inches more, as the shallow water on the middle ground is avoided. This is the first large merchant steamer to navigate this channel. She was taken through by Captain Shepherd.

THE CORONATION FESTIVITIES at St. Louis, the capital of Mauritius, will commence on the 26th and end on the 28th June. The festivities organised by Government will be held on the 26th and will consist of: A telegram to the King; a *Te Deum* at St. Louis Cathedral and a Thanksgiving Service at St. James' Cathedral; a levee; a review, distribution of toys and cakes to the inmates of the Orphanages and to soldiers' children; a ball at Government House; and illuminations. **SOME ANXIETY** was caused in Bangkok by the reported presence of a man supposed to be a Polish anarchist, who was suspected of a design to assassinate the Grand Duke. It appears that on Monday the pilot engine which preceded the special train returning from Ayutthia ran into an obstruction on the line. No harm was done, and the obstruction was smashed. On Tuesday, in consequence of a telegram from the police, the Grand Duke's party did not return by train, but took a steam launch instead, and did not reach Bangkok until early morning.

COOLIES' WAGES.—The negotiations of the Hongkong authorities with the British North Borneo Government relative to the advance of wages made to coolies proceeding from here to British North Borneo have resulted in the following arrangement. In future, the cost of taking each coolie from the mainland to Hongkong, housing there, and providing with a small outfit, will be reckoned as \$10. \$5 will be handed to him on board the steamer before leaving, and \$10 will be paid to him on his signing the contract on his arrival in British North Borneo. This secures the coolie \$15 in cash out of a nominal advance of \$25.

THE TEUTONIA.—The news of the sinking of the *Teutonia* off Cape Rachado on the night of the 6th inst. reached Kuala Lumpur the next evening. The *Malay Mail* says Captain Nielsen, who was unable to swim, was saved by clinging to a buoy along with two Malays. Bro. James, of St. Xavier's, is quoted to have been rescued by a Malay fisherman who took him on to Port Dickson. Some of the inhabitants of Kuala Lumpur are reported to have lost relatives in the disaster. The crew of the tugboat with which the *Teutonia* collided has been taken to Penang pending the Marine Court of Enquiry which will be held there.

THE POPULATION OF THE STRAITS SETTLEMENTS.—The annual report for 1901 on the births and deaths in the Settlement has been issued, and contains amongst other information the following:—The total number of births registered was 14,568 equal to a crude birth rate of 25.37 per thousand. Excepting Malacca and Province Wellesley, the births in several Settlements exceeded those for 1900. In Singapore and Penang the great preponderance of males over females accounted for the low birth rate. There were 7,573 male and 6,995 female children born. The death rate was 39.85 which is noted as being high and there were in all 22,876 deaths, about 500 more than last year. The greatest number of deaths occurred during May, June, and July. The death rate was lowest among Europeans 20.28 and highest among the Indians 47.07. Cholera was responsible for 143 deaths, and the general mortality rate has risen nearly 3.75 per mille.

NEW FRENCH TARGETS.—An official document issued by the French War Office gives a full description of the construction of the new figure targets which are made chiefly of wicker, and are recommended for their weight and small cost, as compared with those made entirely of wood. The frame work of wicker is strengthened internally by a wooden upright with cross balusters, and is covered with light packing cloth over which paper is pasted and smoked black. The cost of an upright figure is 64d. of the kneeling figure 54d. and of the figure lying down (head and shoulders) rather less than 34d. their respective weights being 3lb. and 2 1/2 lb. and 1 3/4 lb. In using the upright figures 12 of them are fastened in a row on a narrow plank, which turns on its supports, so that the figures can readily be brought from a vertical to a horizontal position, or vice versa. The damage to the figures caused by the bullets striking them can be easily repaired, and they are not spoiled by the wet if left to stand until they are dry.

IN THE DOCK.

AT THE MAGISTRACY.

June 19th.

AMMUNITION.

A Chinaman was charged before Mr. Kemp for being in possession of 70 rounds of ammunition without a permit from the Captain Superintendent of the Police. He pleaded guilty and was fined \$50 or 6 weeks.

A ROV.

At a quarter to ten last night a small boat had indulged in the water column at Thomas' Hotel. He met a coolie and commenced a

abuse the defenceless man, and hit him across the head with a stick causing it to bleed. Then he went down to the bar-room and behaved in such a disorderly manner that the manager had to send for P. C. 93 to take him out by force, but while the policeman was leading him to the door, he turned round and assaulted Mr. W. Waters, and succeeded in scratching his nose and forehead. When taken to the C. P. Station, he gave his name as Arthur S. Currie, and Engineer of S. S. *Airlie*. He was thereupon bailed out in the sum of \$30, and when the case was called on he was not present. His bail was exonerated.

THEFT.

A married woman, living in Reinecker Street, made a report yesterday to Inspection Dymond, in charge of No. 7 Station, that on the 17th inst., while she was having an ablution, she placed her pouch, attached to a girdle, containing \$70 in cash, and some jewelry to the total value of \$100, on the bed. When she came out of the kitchen and looked for the property, she found it had disappeared. She suspected another married woman who occupied a cubicle on the same flat, of having stolen it. It appears that the woman was in the house when the other woman went into the kitchen for a wash, and supposed to know where the pouch was kept, and when the woman came out of the kitchen she discovered that her fellow-lodger had gone out to visit her mother in Tai-wan Street and returned home on the following day. It is needless to say that the police went to the house of her mother to search for the stolen goods, but to no avail. Acting upon the information given, they repaired to a hill-side near by and discovered the articles hidden in a hole covered with sand. Both daughter and the mother were charged before Mr. Kemp, the former with stealing, and the latter with receiving the goods well knowing them to have been stolen. The magistrate found the case proven and sentenced both defendants to two months hard labour.

RATS ORDINANCE.

Robert Badley, master of the s.s. *Tai Sang*, was charged before Mr. Kemp with committing a breach of the regulations, under the provisions of the Rats Ordinance, 1902. The defendant, on being asked by his worship, if he pleaded guilty or not, said that he did not know as it was not his business and it was for his worship to prove whether he was guilty or not. His worship then told the defendant to answer him properly, but defendant replied that he had done so. His worship then allowed the defendant half an hour in which to give his answer, and on going into the dock again he pleaded not guilty. His worship, after hearing several witnesses discharged the defendant with a caution. The defendant then apologised to his worship for the manner in which he had spoken to him, and said that at first he did not understand what his worship meant. Mr. Kemp accepted the apology.

CHINA MUTUAL STEAM NAVIGATION.

MR. ALFRED HOLT THE PROPOSED PURCHASER.

In reply to a telegram sent to him by the *Pall Mall Gazette* on the 13th ulto, Mr. Alfred Holt, of Liverpool, confirms the report that the offer to purchase the undertaking of the China Mutual Steam Navigation Company emanates from him. The vessels of the two lines trade with the same parts of the East, and it is a satisfaction, in the midst of much talk about the transfer of British shipping to foreign owners, to find one important transaction which will tend to consolidate instead of to weaken our position as a shipping nation.

In the circular issued to their shareholders, the directors of the China Mutual Company set forth the terms of purchase, and state that the Preference shares will receive £12.6s. each, the Ordinary, both fully and partly, paid per value, and the "B" shares £7, payable in each case in cash. These terms represent, on the issued capital of the company, payment to the shareholders as follows:—16,736 Preference shares of £10 each fully paid, £205,824 10s.; 16,736 Ordinary (£15 paid), £251,040; 1,231 fully paid, £18,465; 26,355 and 33,474 "B" shares of £7.10s. each (fully paid), £234,304, making a total amount payable to shareholders in cash of £519,999 16s. These terms are conditional on their acceptance within fourteen days by the shareholders in this country, and within three months by shareholders abroad. If these terms be accepted, then the purchaser on completion would acquire

CONTROL OF THE BUSINESS.

of the company, and would do so without taking over the premises, officials, officers, staff, employees and agents of the company. For the purposes of making proper provision under such circumstances, the purchaser has agreed to pay to the directors £25,000 in cash for the purpose of enabling them to meet expenses and to compensate all persons as their directors in their absolute discretion shall think fit. This amount, in the opinion of the board, should be sufficient to discharge all legal claims and liabilities of the company and to leave a balance for reasonable compensation to the officials, officers, staff, employees and agents.

If the terms offered be accepted it is intended to complete the purchase on the 1st July 1902, or as soon thereafter as possible, when the transfer of the shares sold would be registered and handed over to the purchaser, against the cash payment to the directors, who had then immediately remit to each shareholder who had sold his shares the proportion due to him for his share. The majority of the directors are of opinion that the company offered are soundly managed and that the

**THE POPULAR
SCOTCH
"BLACK & WHITE."****JAMES BUCHANAN & CO.**

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING.

SOLE AGENTS:

LANE, CRAWFORD & CO.,

HONGKONG.

BANJOS**STEWART AND BAUER'S**

"20th Century" and "Thoroughbred"

also

"WASHBURNS."**MANDOLINES, GUITARS,
STRINGS, FITTINGS, REPAIRS.****THE ROBINSON PIANO CO., LIMITED,**

Hongkong, Shanghai & Singapore.

COTTELL & CO. FOR SUN BATS.

COTTELL & CO. FOR SUN BATS.

COTTELL & CO. FOR SUN BATS.

COTTELL & CO. FOR SUN BATS.

TELEGRAMS.

(REUTERS.)

THE HOUSE OF COMMONS.

LONDON, June 17th.
The House of Commons will adjourn on the 25th instant until the 2nd July.

A REVIEW OF TROOPS IN LONDON.

King Edward refrained from attending the review of troops held in London yesterday, but afterwards drove with Queen Alexandra to Windsor.

The review was spoiled somewhat by rain, but it was nevertheless a great military display. Altogether 31,000 troops with 102 guns took part in the ceremony.

LATER.

THE KING'S HEALTH.

King Edward was benefited by his long drive to Windsor, and was much better yesterday evening when he entertained a party at dinner at the Castle.

CORONATION FESTIVITIES.

The Earl of Onslow entertained a party of Coronation notabilities, including Prince Komatsu, at the theatre yesterday evening, and afterwards at supper.

THE SOUTH AFRICA SURRENDERS.

Lord Kitchener reports that the surrenders in the Transvaal and Orange River Colony are now completed, with a total of 16,520 men and 16,124 rifles. In Cape Colony there are, so far as is known, only 150 men still to come in.

ROYAL ASCOT.

Queen Alexandra and other Royalties drove to Ascot to witness the racing in a State procession, the weather being brilliant.

King Edward remained at Windsor Castle, but drove in the Park in a closed carriage during the afternoon.

THE SINKING OF THE "PAKSHAN."

MARINE COURT OF ENQUIRY.

A Marine Court assembled at the Harbour Master's Office at ten o'clock this morning for the purpose of enquiry into the circumstances attending the sinking of the British steamer *Pakshan*, in Hongkong Harbour on the night of the 2nd instant.

The Court consisted of the Hon. Commander R. Murray-Rumsey, R.N. (presiding), Lieut. F. W. H. Janies, R.N. (H.M.S. *Tamar*), Mr. Edward Bethan (Master, *Tarbat*), William Douglas Welsh (Master, *Maudslayi*), and John Gould (Chief Engineer, *Tarbat*).
Mr. E. J. Grist, of the firm of Messrs. Wilkinson and Grist, appeared on behalf of the master of the *Pakshan*, Mr. P. W. Goldring, of Messrs. Deacon and Hastings, watched the proceedings in the interests of the first and second engineers of the steamer, and Mr. G. C. Master, of Messrs. Johnson, Stokes, and Master, attended on behalf of the owners.

The President opened the proceedings by reading a letter from the agents, Messrs. Bradley and Co., to the effect that the *Pakshan* sank in the harbour, in about eight fathoms of water, at 11.55 on the night of the 2nd inst. They pointed out that the accident was due to the Third Engineer removing a wrong valve cover in the engine room.

The evidence of the witnesses was then proceeded with, the first to be taken being Capt. J. Reid, who said that the owners of the vessel were Messrs. J. W. Richardson, and that she was chartered by Messrs. Bradley and Co. of Hongkong. She arrived from Saigon on the 28th inst. and was moored to the company's buoy. There was a cargo aboard at the time of the disaster *viz* 800 bags of rice, the ship being about half-loaded. Most of the rice was in No. 2 and No. 3 holds, and a little in No. 1 between decks and lower hold. There was 207 tons of coal in the bunkers. Witness was ashore at the time of the disaster and was informed by No. 1 comrade at 8.40 p.m. that the vessel was making water. He at once hired a steam launch and went off to the vessel and got on board at 9.15 p.m. He found over four feet of water in the engine room, and immediately ordered the ports to be closed fore and aft. The Chief Engineer then informed him that the 3rd engineer had removed the cover off the wrong valve. The second mate was passing tarpaulines under the bow and witness told him to do the best he could and went ashore and communicated with the Dock Company, at the same time telephoning to the marine superintendent, telling him the state of affairs and requesting him to send to the Dock for divers and pumping engines. He then proceeded to the Docks, and afterwards alongside of the *Tamar*, where most of the crew were ashore. But they were immediately sent for. At 11.30 p.m. he got back to the ship and found she had a list to starboard. He did not go on board as every one was out of her. At 11.55 p.m. the ship sank stern first and disappeared from view. When he went ashore earlier in the day the chief and second officers were ashore. At 6.50 p.m. the chief officer went ashore. The Company had a regulation requiring that one officer and one engineer were always to be on board. He was not aware of any particular work going on in the engine room. Usually work was finished at 5 p.m. He did not know any reason why work should have been going on later that day. There was steam up in the donkey boiler. The tarpauline, which was dragged under the ship by ropes had no effect as the tide was

too strong to get it tight. No signals were made for assistance.

By the President.—He was aware of Port Regulations provide signals of distress.

Continuing witness said the ship was in about seven fathoms of water. He did not consider shifting from the buoy and towing into shallow water, because a strong tide was running and junks and steamers were ahead and astern and considering the list the ship might have turned over if they had attempted to tow her. He did not ask assistance from other steamers, but went ashore as fast as he could to get help from the Dock Company. He gave orders on the Saturday to fill the ballast tanks. Cargo work stopped on the evening in question at 5 o'clock. The mate and second mate were working the tarpaulines when he arrived along-side. They were properly made fast but could not be got over the right place.

The next witness was the second officer of the ill-fated steamer, Joseph Short Lewington who informed the Court that he held a masters certificate. On the night in question, he said the chief officer and the master were ashore. About half past seven the quartermaster went to him and said there was something wrong below, so he proceeded to the engine room and found that water was rushing through the starboard bilge. The third engineer was there and told him that he had taken the wrong cover off. They tried to replace it, but could not succeed as the in-rush of water was too strong. At the time there were three other men below, and all tried to replace the cover. When witness saw them struggling with water up to their waists, endeavouring to force on the cover on, below the water he hurried on deck and searched for a tarpauline to place above the hole from the outside. Having found one he took it over the bow and with the help of three men. Succeeded in putting it over the hole some time after the second engineer told him that nothing more could be done below as the water was too deep and his men had run away. Witness sent ashore for the captain and the chief engineer. The latter got on board about 8.30 when the ship had a nasty list. The captain came off at about nine o'clock and told him to do the best he could while he went ashore for assistance. The water kept about the same, until ten o'clock, when the ship, swinging to slack water, took a greater list and everything went to leeward, and the ship tipping aft caught fire in the engine room. He asked those in charge of two steam launches to tow the ship. They refused to do so on account of the list. Most of the crew returned to the ship at 10.30 to take their things away. He went below and closed all water tight ports, and lowered a boat. He did not know how many water tight compartments there were, but was told by the third engineer that everything fore and aft the engine room were closed, so he concluded the water would be confined to the engine room compartments. The donkey pump was kept going until it stopped of its own accord. The tarpaulines kept water from coming in for a considerable time. He was not sure whether he reported to the captain that the water was checked. If the launches had taken hold of the ship, he thought she could have been towed into shallow water. He did not ask his ships lying near had steam up. He was in his room when the report was made to him, but the crew had gone ashore without leave. At least half of them should have been on board.

John McArthur, the third engineer said that he joined the ship at 11 o'clock that morning. He heard what the chief officer said regarding the ballast tank not being filled. He had not been shown around, nor had he been told anything regarding the valves. The chief engineer went ashore about six o'clock and the second engineer half an hour later. Witness was left in sole charge notwithstanding the fact that he had been on board only a few hours. In reply to question, he said that the valve referred to was eight inches in diameter. He was told to go below and tallow the valve, but he opened the wrong one. He did not trace the valve. He was looking for a valve in connection with the ballast tank. The chief officer had reported the tank was filling slowly. He said he had not been shown around the engine room, and he did not realize it was a sea connection. There were about seven nuts holding the valve, and when he took them all off the cover blew up and struck him in the chest. He stuck to the cover and tried to put it on again. A Chinaman was with him and assisted. He sent the Chinaman to the second officer and he came down. He said he would go and try to put tarpaulines over the ship's side. He kept trying to put the cover on, and at eight o'clock he could do no more. He told the second mate the ship was going to the bottom, and asked him to try and beach her. He did not think of doing anything else. He did not know how many compartments there were. He closed the watertight doors leading from the engine room and started the donkey. He closed the bunker doors as tight as he could and shut the tunnel door. He did not know whether the sluices in the bulkhead were open or closed. No squirt came from the valve. He got no warning; the cover flew off with a bang. He told the second officer that the tunnel door was closed. He did not think of taking off his clothes, or of stuffing pillows down the hole. He had no one to consult, as the chief and second engineer were ashore. The second engineer told him to tallow the ballast tank valve. There was nothing to indicate the ballast tank valve. He was a perfect stranger. The fitting that he removed should not be removed except when the ship is in drydock. He did not know of the other valves, and as it was about seven o'clock he did not look, as he was to be shown around

the next day. When he was second engineer he used to look after such things himself and did not trust the third engineer.

The fourth witness called upon was James McDonald, holding a chief engineer's certificate. He was two years and a half in the *Pakshan* and was 13 months chief. He went ashore at 6.30 that evening when everything was satisfactory and returned at 9 p.m. On getting close to the steamer he saw something was wrong, as she had a list to starboard and was deep in the water. When he got up the gangway, he was told that a considerable quantity of water had got into the hold. He went to the engine room immediately. The donkeyman told him what had happened. There were three or four feet of water over the port platform, and considerably more on the starboard sidethan on the port side. Shortly afterwards he had to knock off the donkey boiler because it was submerged. About 9.45 he told No. 1 fireman and another to throttle the valve with a pillar, but they could get no pressure. They dived several times. The third engineer said he was very sorry that he had made such an awful mistake by taking off the wrong cover. He asked the second engineer if he gave him the order. He said the tank had been slow in running up, and he wished to have the tank examined. About 11 o'clock he left in the launch standing by. He had heard nothing about filling up the ballast tanks until the second and third engineer came on board at 10 o'clock. The third engineer was going to be shown around the engine room the next day. When he went ashore he was not aware the second engineer was also going ashore. He would not have allowed the ballast tank injection valve to be taken off. He did not think it was judicious to leave the work to an engineer, who had been only a few hours aboard the ship. He had left no orders with the second engineer, and did not expect anything to be done in his absence. He did not know any special work was going on. A man holding a second engineers certificate for seven years should have tumbled to the right valve.

The second engineer, D. McKeller, was the next witness. He said he had been in the *Pakshan* for six weeks. He received orders from the chief officer at about 10 o'clock. He told the chief officer he was busy with the boiler. He started the ballast tank at 12.30. He showed the 3rd engineer the after ballast tank valve. He opened the sea valve in his presence, closed it and made him open it. He went then to the intermediate valve and opened that, closed it again and made him open it. He went ashore in the evening about 6.30, and before going got the carpenter to sound the tank, which ought to have been full at that time. By the soundings it was found that only half the water that ought to be in the tank was there. He concluded that some obstruction was in the valve, and called the third engineer and told him to lift up the cover of the intermediate valve and see if there was wood, waste or other obstruction in it. He told him to be sure to see that the sea valve was closed, and after he had assured himself that the man thoroughly understood he went ashore, first telling the third engineer where he was going. The third engineer came ashore and told him the mistake he had made at 9.30 p.m., and they went aboard the ship.

Lieut. James.—Suppose he had opened the right valve and not closed the sea valve would water come in just the same?

Witness.—Yes, but with a lesser force.

By the President: It would take about five feet of water to cover the valve.

By Mr. Master: He did not notice any list before the water came in.

Mr. Goldring applied to the Court for an adjournment, but the President explained that so many of those concerned would soon be thousands of miles away, and he refused the request.

The third engineer, having been given permission to speak, alleged that the second engineer had made a "trumped up" charge to clear himself. He could swear that the man never shewed him the valves.

RESULT.

The Court found that the sinking of the ship was due to the serious blunder of the third engineer, and blamed the second engineer for leaving the ship in his charge. They considered that the chief engineer could not be wholly exonerated, and that after the first great blunder a series of other mistakes followed in which great lack of resource was shown on the part of the officers and engineers. The Court did not deal with any certificates.

An extended account will appear to-morrow.

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain Tadd, will be despatched as above on TUESDAY, the 24th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th June, 1902. [653d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 21st instant, will be landed at Consignees' risk and expense, into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th June, 1902. [654d]

To-day's Advertisements.

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE is hereby given that the THIRTEENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY OFFICES, No. 4, Queen's Buildings, on TUESDAY, the 8th July, at 12.30 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1902, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th instant, to the 8th July, both Days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th June, 1902. [657d]

WANTED.

IMMEDIATELY.

A STEWARDESS for the C. P. R. Co's R.M.S. "TARANT," sailing on the 21st instant, for Vancouver and Return.

Apply personally to D. E. BROWN, General Agent.

Canadian Pacific Railway Co. Hongkong, 19th June, 1902. [660d]

FOR KOBE, YOKOHAMA AND TSINGTAU.

THE H.A.L. Steamship

"AMBRIA,"

Captain Ehlers, will be despatched for the above Ports, on SATURDAY, the 21st instant, at 4 P.M.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 19th June, 1902. [658d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on SUNDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 19th June, 1902. [655d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above on MONDAY, the 23rd instant, at 4.30 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th June, 1902. [656d]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE,"

Captain Bellen, will be despatched as above on TUESDAY, the 19th July, P.M.

The steamer has capital accommodation for passengers. Electric light and carless doctor.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Princes' Buildings. Hongkong, 19th June, 1902. [628d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"BENGAL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, and/or Company's Lighters where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., *ex S.S. Oceana*,
From Australia, &c., *ex S.S. Himalaya*,
From Persian Gulf, *ex B. I. S. N. and B. & P. S. N. Co's Steamers*.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 19th June, 1902. [6]

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"AMBRIA,"

Captain Ehlers, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forward unless notice to the contrary be given before 5 P.M., TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 30th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Agents.

Hongkong, 19th June, 1902. [659d]

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAY, the PRAC, near the TRAM TERMINUS, Tel. 50.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [17]

GO TO THE

KOWLOON HOTEL,

J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

HOTEL CENTRAL,

No. 179, Settlement, Yokohama.

THE most centrally situated Hotel in Yokohama within five minutes of Hatoba (Landing Pier), Banks, Post Office and Principal Foreign and Japanese Stores. French Cuisine. Airy and Spacious Bedrooms. Electric Light throughout. All steamers met on arrival. Tariff inclusive of board from 3 yen a day. French Spoken. English and French Billiards. Best qualities of Wines and Liquors.

Telegraphic Address: VERISSEL, Yokohama.

L. VERISSEL, Proprietor & Manager.

27th March, 1902. [370d]

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QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

Apply to

F. A. SILVA, Manager.

TERMS MODERATE. Hongkong, 24th May, 1902. [339c]

THE BAY VIEW HOTEL.

Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.

Under entirely new management.

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J. LACOCK.

"BOA VISTA,"

(HOTEL SANITARIUM OF SOUTH CHINA), MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers. The strictest supervision as to food and cleanliness is exercised by a European Manager.

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Telegraphic Address: "BOA VISTA."

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Convenient distance from town, delightful situation.

BOARD AND RESIDENCE.

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Intimations.

NOTICE.

THE SECOND VOLUME of BOX'S EXCHANGE TABLES with Rates in 1/16ths from 1/10 15/16 down to 1/8d, is now on Sale at THE "HONGKONG TELEGRAPH" OFFICE. These Tables, which run in columns of 100, from 1999 down to 1, and from 1911 down to 12 or from 999 down to 1 cent, enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds or to get the value in Sterling of any Sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples. To reduce £879,17.11 into Dollars at Exchange 1/10 1/16—

£879. 0. 0 = \$9,561.916

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whereas with the other exchange books the process would be as follows—

£800. 0. 0 = \$8,702.550

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9. 0. 0 = 97.904

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\$9,000,000 = £827. 6.10. 8

\$71,000 = 52. 9. 9.11

\$71 = 1. 2.13

\$79,17.11.00

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\$9,000,000 = £827. 6.10. 8

\$500,000 = 45.19. 3.4

\$70,000 = 6. 8. 8.6

\$1,000 = 1.10. 1

\$600 = 1. 1. 3

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Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SZECHUEN"	20th June.
CEBU and ILOILO	"KAIFONG"	24th June.
PORT DARWIN, THURSDAY IS., CTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & M'BOURNE.	"CHINGTU"	28th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for New Zealand Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ULYSSES"	5th July, 1902.
"	"TELEMACHUS"	11th "
"	"TYDEUS"	17th "
"	"FYERUS"	23rd "

HOMEWARDS.

FOR LONDON.

STEAMERS	DUE
"STENTOR"	1st July, 1902.
"ALCINOUS"	8th "
"SARFEDON"	22nd "
"ULYSSES"	5th Aug. "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

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Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"INDRASAMHA,"
between
HONGKONG AND PORTLAND (OR.)
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 22nd June.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 25th June.
FOR TAMSUI	"DAIGI MARU"	T. Kihara	SUNDAY, 29th June.
FOR FOCHOW	"ANPING MARU"	K. Suzuki	WEDNESDAY, 2nd July.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

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Agents.

Hongkong, 18th June, 1902.



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REGULAR SERVICE BETWEEN
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"ROSETTA MARU,"

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Captain Tate, will be despatched hence for

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Magnificent accommodation. Comfortable

cabins. Excellent table. Unrivaled speed.

Electric light. Doctor and Stewardess carried.

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Hongkong, 19th June, 1902.

[171d]

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN & QUEEN-

SLAND PORTS, and taking through Cargo

to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above

Ports, on THURSDAY, the 26th instant,

at Daylight.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Pro-

visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the

Electric-light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—Return Tickets issued by this Com-

pany to and from AUSTRALIA, are available for

return by the Steamers of the CHINA NAVI-

ATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 18th June, 1902.

[103d]

Shipping.

STEAMER.

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"AIRLIE."

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at Daylight.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Pro-

visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the

Electric-light.

A Stewardess and a duly qualified Surgeon

are carried.

For Passage, apply to

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Agents.

Hongkong, 18th June, 1902.

[153d]

Intimations.

EDUCATION:
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AN ENGLISH SECONDARY SCHOOL

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Pupils prepared for the Public Schools, the

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HERBERT L. BEER, London University, L.C.P.,

Sometime Assistant Master of Truro College, Cornwall.

CHAS. E. BEER, London University, L.C.P.,

late of Queen Elizabeth's Grammar School, Blackburn,

20th February, 1902.

[151d]

BRITISH NORTH BORNEO.

WANTED.

AN EXPERIENCED FOREMAN for a

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oughly acquainted with the erection and

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Forward copies of recent testimonials and

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[151d]

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[21]

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[126]

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[126]

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